AMENDMENTS TO THE SPECIFICATION:

Please replace the following numbered paragraphs with the following rewritten paragraphs:

[0034] Referring to Figure 11, another rotor control system 34e communicates with the flight control system 36 to selectively restrict portions of the rectangular flight envelope E. That is, certain control inputs, which will result in undesirable maneuvers within the flight envelope E, are prevented from occurring so as to maintain the desired separation clearance Sc. Figure 11 shows typical flight envelope parameters; load factor (Nz, measured in g's), airspeed (V, measured in kts), and turn rate (measured in deg/sec). In general maneuvers that ~~ease~~ may cause excessive blade bending and flapping are located at the extreme corners of the envelope. A fly-by-wire (FBW) system enables advanced control laws where each rotor is controlled independently and will not accept pilot inputs that could place the coaxial rotor system into a flight state that may cause the rotor systems to converge and possibly contact. The resulting allowable flight envelope is shown as the truncated rectangular volume in Figure 11. Other envelopes including longitudinal and rotational rates and accelerations in each axis can be superimposed to further restrict the aircraft operating envelope to ensure rotor tip clearance Sc. Moreover, FBW and/or HHC application to co-axial rotor systems permit the reduction or elimination of the tail as well as reduce rotor separation.